The Chicago Tribune.

VOL. 24. CHICAGO, MONDAY, SEPTEMBER 5, 1870. NO. 65.

THE LAST GREAT FIRE.

Something more than one year ago, a number of wealthy citizens of Chicago, possessing a block of stores, on a common plan, of gigantic proportions and great Architectural beauty, on the southeast corner of Wabash avenue and Washington street. The joint edifice was completed last spring, and was shortly afterwards filled with pianos and musical instruments, books and shoes, dry goods, paper, printing machinery, etc., the whole representing a value not far from $5,000,000. About 5 o'clock yesterday afternoon, smoke was observed issuing from the sixth story of one of these stores, and before midnight the whole block, with its valuable contents, was reduced to ashes. In a few short hours the most imposing row of buildings in the city, and one of the most substantial in the United States, had been changed to an unsightly chaos of cinders and bricks, blackened stone and molten iron. And, horrible to relate, a number of human beings (how many is not yet known), while endeavoring to save property, were crushed and burned to death by the falling walls. This is the third time that Chicago has been visited with such a calamity. Shall it be the last?

The mass of people looked upon this appalling and deforming spectacle, and the common utterance among them was that it was a needless and inexcusable waste of life and property. The origin of the fire is attributed to the storage of rags in the upper story of one of the buildings, resulting in spontaneous combustion—an unusual occurrence in a rag-bag, if cotton waste saturated with petroleum happens to be one of the ingredients. If this be the true origin of the fire, it was certainly unfortunate in the extreme. A more plausible and less constructible cause may be found when the proprietors and employes shall have recovered their senses from the stunning events of last night.

The block which was so severed this sad structure, was a veritable tinder-box. Before the first building had got fairly ablaze, the flames were licking the cornice of the two adjoining stores, and, a few moments later, dense clouds of smoke were issuing from the windows. Before any water could be brought to play upon them, the same treacherous tongue-work had carried the fire further on, and soon the whole roof was in a blaze. The building itself was so high as to be effectively reached by the most powerful steamers, only a thin spray watching the windows of the Matteson. The walls of one of the buildings had been previously condemned as unsafe, and those of another were altogether too weak to sustain the weight placed upon them. Notwithstanding the elegant and massive appearance of the structure, it seems that economy of construction, in some parts at least, had been pushed to the verge of parsimoniousness, and the walls were found to be wholly inadequate, in some parts at least, to resist the pressure of the floors and roofs. It will be well to suspend judgment as to the awful responsibility resting somewhere for this concentration of horrors, until a Coroner's Inquest shall have developed the cause. But there is room for no apprehend that, among its other properties and the architects, there has been a wanton disregard of the most obvious rules of construction. Massive walls, solid roofs, well built and overloaded floors are not dispensations of Providence. The insurance companies, whose aggregate losses will not fall short of $1,750,000, will find in this calamity the materials for serious study and profound consideration. Somebody will find it a new reasons to demand the enactment of a more rigid system of public supervision over architects and builders. If the French system had been in force among us, these buildings would have only paid a license fee of a hundred and fifty thousand dollars more; but they would be standing now, with their contents scarcely injured, instead of representing a ruin of three millions, and covering under their repulsive ruins a hundred of fifteen or twenty human beings.

FOREIGN.

Proclamation of the French Council of Ministers.

Acknowledgment of the Surrender of Napoleon and MacMahon.

Two New Armies Declared to be Forming.

Rumored Capitulation of Bazaine at Metz.

Partial Description of the Battle at Sedan.

Prussia to Rectify the French Frontier.

Napoleon to be Escorted to Magdeburg.

THE SITUATION AT PARIS.

PROCLAMATION OF THE COUNCIL OF MINISTERS.

PARIS, Sept. 4.—The Council of Ministers have issued the following proclamation:

To the French People:

Great misfortune has come upon our country. After three days of heroic struggle, sustained by the army of Marshal MacMahon against three hundred thousand of the enemy, forty thousand men having been made prisoners, Count de Wimpffen, who took command of the army in place of MacMahon, being badly wounded, has signed a capitulation. The Count Palikao has not chosen nor sought to render the work of Count Palikao a complete work of defense. The military forces of the country will be organized. In a few days a new army will be under the walls of Paris. Another army is forming on the banks of the Loire. Your patriotism, your valor, your energy will save France. Let us all unite, and all remain as required by the gravity of events.

(Signed) COUNT OF PALIKAO,
" DE GRAMONT,
" BUFFET DE GINOUILLY,
JULES SIMON,
JULES DE VERT WATTEMBEL,
CHARLES PERSAT,
CLEMENT DUVERNOIS,
P. MAGNE,
DUMONT BILLAUT,
FRANCIS DAVIN,
Of the Council of the Ministers.

STATEMENT BY THE MINISTER OF WAR.

PARIS, Sept. 4.—In the senate, yesterday, the Minister of War said: "We have received through various unofficial channels, that Marshal Bazaine failed in his last attempt to free himself from Metz, and that the army of Prince Frederick Charles, which was left to watch him, has been reinforced by the army of the Crown Prince. This army, whose name I will not mention, has been defeated, and has retired with the King and staff, we could not say exactly the whole valley of the Meuse, but the enemy turned to the right, and crossed the Meuse at Dun, Stenay and Mouzon, into Belgium, and on the 1st or the 2d of September, at Carignan, on the left bank of the Meuse, at our last day the little town of Sedan, famous for its fortifications by Vauban, and as the birthplace of Turenne, the great Marshal, known also in the place where stolen chairs originated. As we were only about two and a quarter miles from the town, we could scarcely distinguish its principal edifices without the aid of field-glasses. On the left was a pretty church, the public square of small, but well-built houses, and the Prefecture. The Emperor, Gen. Lebrun, Gen. Castelnau, Gen. Reille, Gen. Faure, and General Moulin thought it important to transmit the news to the Chamber. Gen. Castelnau, who was my aide-de-camp, was a large horseback. With forthbearers of the order that I had myself signed to the southeast again, was the old chateau of Sedan, with its picturesque, round-arched towers of the fifteenth century. Between them, on the road, was the Emperor, who was accompanied by Gen. Reille, Gen. Faure, Gen. Castelnau, and Gen. Moulin. To the southeast, but completely commanded by hills on both sides, was the city which rang its bells for victory.

A FRENCH BLUNDER.

The French had decided the new movement in the valley of the Meuse, and had begun to cross the Bazeilles, in order to stop the Germans from advancing to the town in that direction. Unfortunately, the order did not reach the corps which was to cross the river at Donchery, and failed to raise the bridge at Bazeilles, and it was one of those corps which was first engaged in the battle. The Prussians actually threw up earthworks on the iron bridge itself to prevent it from being blown up. The French, who had begun to cross the river at Donchery, were unable to do so, although their cannon could reach the bridge. Parts of the army of Paris, which had begun to cross the river at Mouzon, were too far off to be of any service. The Germans had thrown a bridge of boats over the river at Donchery, and had begun to cross in that direction. The Guards had suffered terribly at Gravelotte, where they met the General Staff, and they were not disposed to be sacrificed. It is quite evident that the Germans, who were very anxious to get to the frontier, had determined to force their way through the French army, which was about 70,000 strong, were all day on the front bank of the Meuse, between Donchery and Glaire-Chapelle, and that the Crown Prince Albert, of Saxony, who was in command of two corps, which have been formed into the Army of the Meuse, and which is composed of the 4th and 12th corps, and of the Saxon and Wurtemberger reserve, ready to cut off the retreat of the French army, in case of their making a push for that fortress.

THE FORCES ENGAGED.

The number of the Prussian troops engaged was estimated by General Von Moltke at 240,000, and that of the French at 180,000. We heard that Gen. MacMahon had by with him on Tuesday 120,000 men—that is first corps, the 5th, commanded by Gen. de Failly; the 7th, by General Lefebvre; that of Felix Douay, brother of General Abel Douay, who was killed at Wissembourg; the 12th, commanded by Count de Wimpffen, and the 1st, which was originally formed by Marshal Bazaine, and which was commanded by General Ducrot.

MACMAHON IS REMOVED.

MacMahon, although wounded, commanded in chief on the French side.

THE CHAMBER OF DEPUTIES.

It is almost needless to say that the cool, calculating Chief of the Prussian staff knew very well what he was about when he made his dispositions for the battle. Not a single Prussian corps, from that from Prince Frederick Charles' army, to the one making a forced march to the left, in the direction of Donchery and Mezieres, in order to shut in MacMahon's army, was in the field, and at three days' distance from the battle-field. Between the Belgian frontier, I learned from officers of the Crown Prince's staff that as far as Jamet, between Namur and Dinant, a distance of about 40 miles, after regiment upon regiment, brigade upon brigade, and corps upon corps, were in the course to be transported by railway. Not a single man was in the woods of La Marine, famous for the great battle in that, during the wars of the League.]

After the peace of which they are really responsible, and which they have so much reason to be afraid of, they will be overwhelmed with the indignation of the people, and will be compelled to fly the country. Their only hope now is to continue the war, and they know very well that the money to accomplish this must be found.

THE GAME STARTED.

It has come out that the Emperor in the letter to his generals announcing the surrender, stated that he had done so in order to prevent the further effusion of blood. The report was disbelieved at first, but now, and the cause of the Emperor's action is understood.

THE WAR BEING WAGED.

The feeling of good humor and a hearty confidence has risen. There is general activity in the streets, and the people are ready to make some of the war will have on the streets of the world. The voice of impressions of my face, and voice, and glance.

The Coming Inter-Continental Base Ball at Lakeline.

NEW YORK, Sept. 4.—A special correspondent writes from the shores of Lake Champlain, at Port Kent, Essex county, that one of the most interesting base ball matches ever played in this country will come off there on Thursday next. The contest is international, in the championship of the world, between the Atlantics, of Brooklyn, and the Maple Leafs, of Toronto. The Toronto players arrived in Montreal on Saturday last, and came on to Port Kent. The two clubs of England and Canada will be the first to meet on the field of battle.

THE LAW COURTS.

Result of a Family Misunderstanding—Dividing the Spoils.

Superior Court.

REPORT OF A FAMILY ROW—ACTIONS THE SPOILS.—Daniel S. Page and Parthan Tisdell v. Gustave W. Page, Margaret Page Jones Tisdell, Arthur E. Wadsworth, and others, on replevin for the taking of certain goods and chattels. This is a proceeding on the chancery side of the court, in which the writ of injunction is invoked to restrain, on the part of the several defendants, the sale of certain goods and chattels belonging to the combined quarters of certain ladies, to-wit:

[The only point out of a promising row on the chancery side of the Superior Court was the immediate issue of a writ of replevin, which was placed in the hands of Sheriff Matson, who, after a brief consultation with the attorneys, Parks, the new Sheriff, and Matson, the old Sheriff, and Matson, the old Sheriff, and Matson, the old

The Chicago Tribune.

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MONDAY, SEPTEMBER 5, 1870.

REPUBLICAN NOMINATIONS.

For Representative-at-Large, to the Forty-second Congress,
JOHN F. FARNSWORTH.
For State Treasurer, JOSEPHUS H. RATHS.
For Superintendent of Public Instruction, NEWTON BATEMAN.
For Attorney-General, WILLIAM H. HOLLOWAY.
For Congressman-at-Large, ELIHU B. WASHBURNE.
For Congressman-at-Large, CASPAR BUTZ.

ILLINOIS REPUBLICAN PLATFORM.

Resolved, That we renew and reaffirm the principles declared by the Republican party for the past fifteen years, and which have given peace, liberty, and union to the people and the nation; that we point with pride to the unparalleled progress of this great State in population, wealth, and development of every material interest, during the supremacy of these principles; that we recognize the importance of every citizen of the State, without regard to previous political associations, giving his support to these principles, and to the men who will carry them into practical effect; that we are in favor of honest money, consisting of gold and silver, and paper convertible into coin on demand, and that we favor the most rigid economy in the administration of the State Government, and the reduction of the rate of taxation to the lowest point consistent with the honor and faithful discharge of the public obligations.

Resolved, That we are in favor of the speedy construction of the Southern Illinois Railroad, from Cairo to Chicago, by the most direct and practicable route, and that we favor the policy of the State taking stock in said road sufficient to secure its early completion.

Resolved, That we are in favor of the speedy completion of the Illinois and Michigan Canal, and that we favor the policy of the State taking stock in the Illinois and Michigan Canal Improvement Company sufficient to secure the completion of the canal at the earliest practicable day.

Resolved, That we are in favor of the speedy completion of the Illinois Central Railroad to Cairo, and that we favor the policy of the State taking stock in said road sufficient to secure its early completion.

Resolved, That we are in favor of the speedy completion of the Chicago and Mississippi Railroad, and that we favor the policy of the State taking stock in said road sufficient to secure its early completion.

Resolved, That we are in favor of the speedy completion of the Chicago and Paducah Railroad, and that we favor the policy of the State taking stock in said road sufficient to secure its early completion.

Resolved, That we are in favor of the speedy completion of the Chicago and Southern Railroad, and that we favor the policy of the State taking stock in said road sufficient to secure its early completion.

Resolved, That we are in favor of the speedy completion of the Chicago and Great Eastern Railroad, and that we favor the policy of the State taking stock in said road sufficient to secure its early completion.

Resolved, That we are in favor of the speedy completion of the Chicago and Iowa Railroad, and that we favor the policy of the State taking stock in said road sufficient to secure its early completion.

Resolved, That we are in favor of the speedy completion of the Chicago and Pacific Railroad, and that we favor the policy of the State taking stock in said road sufficient to secure its early completion.

Resolved, That we are in favor of the speedy completion of the Chicago and Canada Southern Railroad, and that we favor the policy of the State taking stock in said road sufficient to secure its early completion.

Resolved, That we are in favor of the speedy completion of the Chicago and Lake Huron Railroad, and that we favor the policy of the State taking stock in said road sufficient to secure its early completion.

Resolved, That we are in favor of the speedy completion of the Chicago and Evansville Railroad, and that we favor the policy of the State taking stock in said road sufficient to secure its early completion.

Resolved, That we are in favor of the speedy completion of the Chicago and Springfield Railroad, and that we favor the policy of the State taking stock in said road sufficient to secure its early completion.

Resolved, That we are in favor of the speedy completion of the Chicago and Danville Railroad, and that we favor the policy of the State taking stock in said road sufficient to secure its early completion.

Resolved, That we are in favor of the speedy completion of the Chicago and Indiana State Line Railroad, and that we favor the policy of the State taking stock in said road sufficient to secure its early completion.

Resolved, That we are in favor of the speedy completion of the Chicago and Rock Island Railroad

NEW BOOKS.

TRAVELS AND OTHER POEMS, PATRIOTIC AND HUMOROUS, OF JOAQUIN MILLER. By the Author of "Songs of the Sierras," &c. [Chicago: S. C. Griggs & Co.]

It is hardly necessary to say that this is the author of "Songs of the Sierras," and "Songs of the Sierras" only has already proven him to be a poet of no ordinary power, and to possess a style of his own, and a style unusual, which no other man has. We have got a rich lot which can be had for the asking in a thousand hills, and we do not appreciate it. We have got the Niobrara country, which we have never heard of, and which we will not hear of for several years to come

FIRE.

Total Destruction of the Finest Business Structure in Chicago.

Fearful Carnival of Conflagration and Catastrophe—$3,000,000 of Property and a Number of Lives Sacrificed.

The Magnificent Drake-Farwell-Thatcher Building on Wabash Avenue in Ruins.

From Ten to Twenty Persons Believed to Have Perished under the Falling Walls.

The Establishments of J. V. Farwell & Co., Lyon & Healy, Smith & Nixon, Sutlin, Butler & Co. and Kirtland, Dodway & Co. Ruined in the Ground.

Total Loss on Buildings and Contents $3,000,000—Total Insurance, $1,554,500.

Dwelling Scenes and Incidents—Narrow Escapes and Casualties.

THE FIRE.

UP A CHIMNEY.

The quiet and repose which usually prevails in the city on the day succeeding the Sabbath was disturbed in the early hours of yesterday morning by the startling announcement that the most extensive conflagration that has swept the city since the fire of October 9, 1871, had broken out in the neighborhood of Harrison and Dearborn streets. The fire originated in the basement of the magnificent building owned by J. V. Farwell, on the corner of Wabash avenue and Lake street, and extended with such fearful rapidity that in the short space of three hours the entire block, bounded by Wabash avenue, Lake, Dearborn and Farwell streets, was a mass of ruins. The fire was first discovered by Mr. Farwell's watchman, Mr. Thomas Dolan, who was in the basement of the building, when he noticed a bright light in the rear of the building. He at once ran to the spot, and found that the fire had originated in the basement, and had spread to the floor above. He immediately gave the alarm, and then attempted to extinguish the flames with a bucket of water, but finding that the fire had gained such headway that his efforts were useless, he ran to the front of the building, and gave the alarm from the box on the corner of Lake street and Wabash avenue. This was at 2:30 o'clock. The fire had by this time gained such headway that it was impossible to check it, and the flames spread with fearful rapidity. The fire-engines were soon on the ground, and the firemen, with their usual promptness, were soon at work, but the fire had gained such headway that it was impossible to stop